



# City of Seattle

Seattle Department of Transportation

Peter Hahn, Director

June 19, 2012

Honorable Sally Clark, Chair, Special Committee on Yesler Terrace  
Seattle City Council  
600 Fourth Avenue  
Seattle, Washington 98104

**Subject: Petition of Seattle Housing Authority for vacations associated with the redevelopment of Yesler Terrace  
Clerk File 311389**

Dear Councilmember Clark and Honorable Members of the Special Committee on Yesler Terrace:

We are returning the petition of Seattle Housing Authority (SHA or the "Petitioner") for the vacation of various rights-of-way within the Yesler Terrace housing development. The site is roughly bordered by Alder Street, Broadway, East Fir Street, Boren Avenue, 12<sup>th</sup> Avenue South, South Main Street, and I-5. The rights-of-way proposed for vacation are described as:

- **Terry Avenue** - From the southern right-of-way margin of Alder Street to the western right-of-way margin of Broadway.
- **Spruce Street** - From the northeastern right-of-way margin of 9<sup>th</sup> Avenue to the western right-of-way margin of Broadway.
- **Alley in Block 84 of the Terry's 2<sup>nd</sup> Addition plat** - Alley from the northern right-of-way margin of Spruce Street to approximately 60-feet north of the northern right-of-way margin of Spruce Street.
- **Spruce Street and 9<sup>th</sup> Avenue Intersection** - A portion of the northwest corner of the intersection of Spruce Street and 9<sup>th</sup> Avenue to remove the radius.
- **Alley at Yesler Terrace Steam Plant** - From the eastern right-of-way margin of 8<sup>th</sup> Avenue to the southern right-of-way margin of Spruce Street.
- **8<sup>th</sup> Avenue Intersection** - A portion of the northwest corner of the intersection of 8<sup>th</sup> Avenue and Yesler Way to remove the radius.
- **8<sup>th</sup> Avenue South** - From the southern right-of-way margin of Yesler Way to the eastern right-of-way margin of Interstate 5.
- **South Main Street** - From the eastern right-of-way margin of Interstate 5 to the western right-of-way margin of 10<sup>th</sup> Avenue South.
- **9<sup>th</sup> Avenue South** - From the southern right-of-way margin of South Main Street to approximately 90-feet south of the southern right-of-way margin of South Main Street.
- **South Washington Street** - From the eastern right-of-way margin of 10<sup>th</sup> Avenue South to the western right-of-way margin of 12<sup>th</sup> Avenue South.



Seattle Municipal Tower, 700 5<sup>th</sup> Avenue, Suite 3800, PO Box 34996, Seattle, WA 98124-4996

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The area proposed for vacation includes approximately 106,685 square feet of right-of-way. Through the plat and dedication process, approximately 137,046 square feet of new right-of-way would be dedicated, for a net gain of 30,361 square feet of right-of-way. Exhibit A depicts the proposed vacations and dedications.

## **BACKGROUND**

Yesler Terrace is a 30-acre publicly subsidized housing community owned and operated by SHA. It sits on the southern slope of First Hill, adjacent to downtown, Harborview Medical Center, the International District, and in close proximity to Seattle University. The Yesler Terrace community is one of the most diverse and economically challenged in Seattle. Many of its residents are families with children, seniors, people with disabilities, and immigrants who speak scores of different languages. Most Yesler Terrace residents earn less than 30 percent of the area median income.

Yesler Terrace is over 70 years old, making it the oldest publicly subsidized housing in Seattle and the second oldest in the United States. SHA had identified that its 561 aging housing units and other structures need to be replaced. Its water, sewer, and other key systems are failing. While most units at Yesler Terrace are functional, the units do not meet the modern-day needs of tenants and families. SHA has determined that rehabilitation of the development is not feasible and SHA has proposed that the site, including some of the streets and other infrastructure, be redeveloped.

The vision for a new Yesler Terrace began in 2006 when SHA established a Citizen Review Committee (CRC) comprised of residents, members of the surrounding community and other key stakeholders. The CRC developed a set of guiding principles that established a foundation for the discussion of a range of redevelopment alternatives. The guiding principles included: social equity; economic opportunity; environmental stewardship and sustainability; and one-for-one replacement housing.

SHA has stated that its vision for the new Yesler Terrace is the creation of a dynamic and welcoming urban, mixed-income community with convenient connections to nearby neighborhoods. SHA proposes a mix of housing, office, retail and other commercial uses, as well as parks and open space, enhanced landscaping, improved streets and pedestrian and bike amenities.

Following a multi-year public review process with the CRC and preparation of an Environmental Impact Statement (EIS), the SHA Board of Commissioners adopted the Yesler Terrace Development Plan on May 17, 2011. The Plan establishes a framework for replacement of housing and redevelopment of the Yesler Terrace community into a mixed use, mixed income urban neighborhood. To implement this vision, SHA needs City support for zoning changes and a realignment of the streets.

City Departments, led by the Department of Planning and Development (DPD) have drafted legislation to provide for the redevelopment of Yesler Terrace and to establish development



regulations to protect the public interest. Once the new development regulations are passed by the City Council, the redevelopment of the site must be consistent with the regulations adopted by the City Council.

While proposed vacations are often associated with significant development proposals including rezones, Council Conditional Uses or Major Institution Master Plans, this proposal is unique in that the City is proposing the creation of a new zoning designation to accommodate the proposed development. With most vacations, SDOT would be analyzing the proposal for compliance with an adopted Master Plan or existing zoning. The Yesler Terrace proposal includes both the planned redevelopment, and the zoning and other legislation to provide for it, in one comprehensive package. The package of legislation includes Land Use Code amendments, a legislative rezone, design guidelines, a Planned Action Ordinance, a mitigation document, and a Cooperative Agreement. Thus, the street vacations have been analyzed as part of and in coordination with that legislation.

The package of legislation proposed by DPD includes creating a new zoning classification, the Master Planned Community-Yesler Terrace (MPC-YT) zone. The new zoning establishes the allowed, prohibited, or conditional uses to encourage mixed-use development, sets affordable housing requirements, sets the maximum floor areas for each type of use such as residential or commercial, sets height limits on the buildings, outlines review procedures and design guidelines, sets the maximum square footage of commercial and retail uses, the number and location of parking spaces, landscaping and a tree protection plan, and open space and pathway locations, among other issues. The creation of the new zoning classification and regulations, and the mitigation of environmental impacts through the Planned Action Ordinance, have addressed a number of issues normally addressed during the review of a proposed street vacation.

Vacation review as established by the adopted Street Vacation Policies, Resolution 31142, addresses three areas:

1. Public Trust Function: First, the City will consider the impact of the proposed vacation upon the circulation, access, utilities, light, air, open space and views provided by the right-of-way. These are defined by these policies as the public trust function of the right-of-way and are given primary importance in evaluating vacation proposals.
2. Land Use Impacts: Secondly, the City will consider the land use impacts of the proposed vacation. Potential development involving the vacated right-of-way must be consistent with City land use policies for the area in which the right-of-way is located.
3. Public Benefits: Finally, benefits accruing to the public from the vacation of the right-of-way will be considered. The proposal must provide a long-term benefit for the general public.

The package of legislation proposed by DPD is specifically drafted to define the new Yesler Terrace community in detail and address potential impacts. Should the City Council support this vision, then the proposed street vacations are a necessary element to implement the vision. It is



not possible for SHA to develop the site as proposed without the vacation and realignment of the streets. The focus of the vacation review was to determine if there were impacts specifically from the loss of the existing streets, to define the new street system that would be dedicated, and to develop an adequate public benefit proposal.

As noted, an integral part of redeveloping Yesler Terrace is the vacation of some existing City right-of-way and dedication of new rights-of-way. Street vacations are usually about the loss of public right-of-way. Granting a vacation means that the City is giving up its interest in the street or alley and it is no longer public right-of-way but private property. Vacations are pursued when an adjacent property owner proposes to vacate a street to create a consolidated project site for development purposes. However, this proposal is not about the loss of right-of-way. Rather, this proposal is about replacing the old street configuration with a new street grid to better serve the new planned community and the public. The change in the street grid is intended to improve connections within Yesler Terrace and to the surrounding neighborhoods. Some of the existing streets do not meet current standards and the new and replacement streets will be designed to meet current development standards and regulations and will include some additional enhancements proposed as public benefit.

SDOT supports the vacations because the proposal provides flexibility for SHA to dedicate new streets and improve existing streets that remain in order to create a street system that can accommodate the increase in the density of the site. SHA must relocate the existing utility infrastructure impacted by the vacations and provide for the continuation of utility services and street access during its phased construction. The amount of right-of-way being dedicated is more than 30,000 square feet greater than the right-of-way being vacated. The street vacations and dedications allow for substantially improved vehicle, bicycle, and pedestrian circulation and access, as well as improved police and emergency vehicle access, and they have been coordinated with Metro bus service and the First Hill Streetcar improvements.

The development of the new street system is a critical element to the overall function of the new Yesler Terrace. While the review process considered both the vacation and dedication, these actions require two separate review procedures. The new street system will be created by plat as defined in SMC 23.22. The platting process outlines in detail the proposed names, locations, widths, dimensions and bearings of proposed streets, alleys, easements, parks, lots, and tracts. The platting process involves the development of a preliminary plat by SHA, review by SDOT and other City departments and review and approval by the Hearing Examiner. A final plat will then be developed and will ultimately require review and approval by the City Council.

As noted, the vacation of the existing streets and changes to the existing utility infrastructure must be done in phases or segments that protect other property owners and the public from utility disruptions or unnecessary street closures. If the final plat is proposed to be phased, the Hearing Examiner will have the authority to review the phases and protect the public interest. Should the final plat be done at one time but the development be phased, SDOT will work with DPD and SHA to provide that each development phase addresses impacts to the street grid and utility infrastructure. SHA will be required to provide details on phasing in a phasing plan that clearly identifies how SHA will protect the continuity of utility services and access to property. If



multiple final plats are proposed the Hearing Examiner will make a recommendation regarding the timing of the street and utility improvements and the timing will be affixed by the City Council. If only one final plat is proposed, then the land use code sets time limits on the installation of the improvements.

As the plat will follow the approval of the other elements of the plan, it was important that the general location and dimensions of the street and utility infrastructure be established in order to provide the City Council with a more complete picture of the development that will occur following the vacation approval. Conditions of the vacation define the dimensions and elements of each street and Exhibit B includes a cross section of each street and how it will function. SDOT does support and recommend the proposed new street system. In addition, a vacation condition requires that SHA submit the plat in accordance with the vacation conditions. The process of reviewing the preliminary plat is an iterative process with review and comments by the utilities, SDOT, and other reviewers. It is expected that as the level of detail in the design work advances during the review of the plat, minor changes will occur.

It should be noted that there are a number of public walkway easements along the western edge of Yesler Terrace along Interstate 5 that connect the Yesler Terrace development with areas to the south. Once the 10<sup>th</sup> Avenue Hillclimb has been completed, these easements will be released by appropriate legislation.

The redevelopment of Yesler Terrace, including the vacations and proposed new street grid request, was circulated to City departments, outside agencies and utility service providers, and community organizations in the same manner as other proposed vacations. In addition, notice of the request was published in the DPD Land Use Information Bulletin on March 17, 2011. SDOT did not receive any comments in opposition to the vacations. Comments were provided regarding street widths and utility needs and those comments are reflected in the conditions recommended by SDOT. The comments are not reproduced here in the customary fashion as this review process was unusually complex and the street dimensions and utility needs evolved based on numerous meetings and discussions. The original comments are a part of the supporting documents contained in Clerk File 311389.

The Seattle Design Commission has recommended approval of the proposed street vacations and dedications with conditions. The Commission first approved the urban design merit of the request at its meeting on April 21, 2011. On May 19, 2011 the Commission conditionally approved the public benefit portion of the requested vacations and dedications. In addition, the Commission provided direction to SHA in designing the public benefit elements and requested that SHA return to the Commission for continued review of certain of those elements as the project proceeds to development.

SDOT recommends approval of the street vacations, subject to conditions set forth below. See Exhibit A depicting proposed vacations and the dedications anticipated through the platting process.



## **RECOMMENDATION**

It is recommended that the vacations be granted upon the Petitioner meeting the following conditions. The Petitioner shall demonstrate that all conditions imposed by the City Council will be satisfied during the phased development of Yesler Terrace. This includes all utility work including easements, the provisions of all public benefit elements, any other easements or agreements, and payment of all required fees, prior to the passage of the street vacation ordinance(s).

### **General Conditions of Approval**

1. The vacations are granted to allow the Petitioner to redevelop Yesler Terrace substantially in conformity with the project approved by the City Council and for no other purpose.
2. The granting of the vacation petition is conditional and SHA must also secure City Council approval for other elements of the project which include a Land Use Code amendment, legislative rezone, Planned Action Ordinance, and Cooperative Agreement.
3. The proposed street vacations are to implement the redevelopment of Yesler Terrace, and future site development shall comply with the: street vacation conditions of approval, new and revised provisions of the Land Use Code that address Yesler Terrace, the Yesler Terrace Planned Action Ordinance, conditions and requirements of preliminary and final plat approval, and any agreements with SHA that are authorized by the Seattle City Council.
4. Following approval by the City Council, changes to the approved proposal must be made in a manner consistent with the review procedures established in the Land Use Code, the Yesler Terrace Planned Action Ordinance, the preliminary and final plat, or adopted agreements.

### **Right of Way and Transportation Conditions**

5. All Street Improvements shall be designed to City standards, as modified by these conditions to implement the Public Benefit requirements, and be reviewed and approved by SDOT, including minimum right-of-way and roadway widths, pedestrian and bicycle facilities, landscaping, pedestrian and street lighting infrastructure.
6. SHA shall dedicate right-of-way, and construct right-of-way improvements, as set forth in this paragraph and these conditions. Without limitation, SHA shall construct street improvements, including the Public Benefit elements, to the roadway segments set forth in Table A such that those segments are improved to substantially match the configurations depicted in Exhibit B, with such changes as may be approved by SDOT through the Street Improvement Plan (SIP) review. The improvements referenced in these conditions shall be referred to as the "Street Improvements" and are shown on Exhibit B.

Table A below summarizes right-of-way, roadway, and sidewalk widths with reference to the street cross sections. The roadway width for certain streets is stated as a range of 30-32 feet. The final roadway width shall be determined by SDOT in the SIP process and in coordination with the preliminary plat application. Sidewalk width and/or GSI width for those streets is stated as a range pending determination of the final roadway width.

**Table A**

<b>Street Segment # Per Exhibit B</b>	<b>Street</b>	<b>From</b>	<b>To</b>	<b>ROW Width (ft.)</b>	<b>Roadway Width (ft.)</b>	<b>Sidewalk Width (ft.)</b>
1a	Yesler Way	At bridge approach	At bridge approach	64	39	7 (N side) 13 (S side)
1b	Yesler Way	I-5	8th Ave.	83	50	8
2	Yesler Way	8th Ave.	Broadway	89	57	16
3	E. Yesler Way	Broadway	10th Ave.	66	22 (streetcar platform not included)	12 (streetcar platform not included)
4	E. Yesler Way	10th Ave.	Boren Ave.	66	39	8 (N side) 6 (S side)
5	8th Ave.	Yesler Way	Fir St.	66	36	7
6	Broadway	Fir St.	Yesler Way	80	38	8
7a	10th Ave.	Fir St.	E. Yesler Way	66	30-32	7-8
7b	10 <sup>th</sup> Ave. S.	S. Washington St.	E. Yesler Way	53.5	30-32	7-8
7c	10 <sup>th</sup> Ave. S.	S. Main St.	S. Washington	66	30-32	7-8



Street Segment # Per Exhibit B	Street	From	To	ROW Width (ft.)	Roadway Width (ft.)	Sidewalk Width (ft.)
			St.			
8	S. Main St.	10th Ave. S.	12 <sup>th</sup> Ave. S.	66 (min)	30-32	7-8
9	S. Washington St.	Yesler Way	10th Ave. S.	66	30-32	7-8
10	Fir St.	9th Ave.	Broadway	66	36	7
11	9th Ave.	Alder St.	Fir St.	66	36	7

7. SHA shall submit a preliminary plat that is consistent with the standards adopted by the City Council for the zoning designation and with the street vacation conditions, including the Public Benefit elements. The preliminary plat, as approved by the Hearing Examiner, will establish the final right-of-way dimensions. Minor changes within the preliminary plat to the right-of-way dimensions established in these conditions shall be construed as consistent with these conditions.

#### Utility Conditions

8. The utility issues shall be resolved to the full satisfaction of the affected utility prior to the approval of a final vacation ordinance. Prior to the commencement of any development activity on the site, the Petitioner shall work with the affected utilities and provide for the protection of the utility facilities. This may include easements, restrictive covenants, relocation agreements, or acquisition of the utilities, which shall be the sole responsibility of the Petitioner. Utilities impacted include:

a. **Puget Sound Energy:** In accordance with Puget Sound Energy requirements, SHA shall relocate the gas mains located in those portions of Spruce Street and Terry Avenue proposed for vacation. This work shall be done in conjunction with construction of the new segment of Fir Street.

b. **Century Link Communications:** SHA shall either relocate Century Link facilities outside of street vacation areas and provide an easement for access, or if left in place at the time of passage of the final street vacation ordinance, provide for continued access by easement.



c. **Seattle Department of Transportation:** All streets shall include street lighting that meets SDOT guidelines.

d. **Seattle City Light:** All power lines that exist should remain and have all rights reserved until a replacement route with lines relocated is provided. The following list of street segments proposed for vacation have existing power lines:

- Terry Avenue-power located on east side of street.
- Spruce Street-power located on the north side of the street.
- 8<sup>th</sup> Avenue-power located from the southeast corner to northwest corner of proposed vacation area.
- S. Main Street-power located crossing south to north approximately 1500 feet east of southwest corner of proposed vacation area.
- S. Washington Street-power located on south side of street.

e. **Seattle Public Utilities (SPU):** SHA shall provide surveyed centerline legal descriptions of all existing public utility facilities within the project site, including those within streets and on SHA property. SHA shall provide easements adequate to provide SPU with maintenance, reconstruction, and operations access to the public utilities until such facilities are relocated. In addition:

- SHA shall perform the appropriate geotechnical engineering studies as phases of development occur to determine what, if any, extraordinary measures may be necessary to develop above the existing pre-WPA drainage tunnels.

#### **Parks Conditions**

9. SHA shall undertake any platting, Lot Boundary Adjustment, or other process needed to effectuate the property transfer between SHA and the Department of Parks and Recreation (Parks) related to the dedication of the new S. Washington Street right-of-way and this transfer shall be completed prior to approval of a final street vacation ordinance. Nothing in these conditions shall impose any obligations on the City to make street improvements by virtue of the City's ownership of the Yesler Community Center.

#### **Light, air, open space and view conditions**

10. A system of open spaces, including Green Street treatment for loop road and three pocket parks, shall be constructed as outlined in these conditions.

#### **Land Use Conditions**

11. Future development of Yesler Terrace shall conform to the Land Use Code, the Yesler Terrace Master Planned Community Design Guidelines, and the Yesler Terrace Planned

Action Ordinance, including without limitation, the measures adopted in the Planned Action Ordinance to mitigate the land use and other environmental impacts of future development.

### Public Benefit Conditions

12. SHA shall develop and maintain the public benefit elements outlined here and as defined by the City Council. A Property Use and Development Agreement (PUDA) or other binding mechanism, recorded against the property, shall be required to ensure that the Public Benefit elements remain open and accessible to the public and to outline future maintenance obligations, programming and management of the improvements. All of the public spaces shall be designed to enhance public safety by considering Crime Prevention Through Environmental Design (CPTED) guidelines. The final design of the three pocket parks and the 10<sup>th</sup> Avenue Hillclimb shall require the review and approval of SDOT and the Design Commission. The Public Benefit requirement includes the following features as well as corresponding development standards, including specific dimensions, which shall be outlined in the PUDA. The public benefit elements are illustrated in Exhibit C.

13. The following public benefit elements shall be provided by SHA:

a. **Three pocket parks**, shall be provided, one each in the northwest, northeast, and southeast portions of the site, in the approximate locations shown on Exhibit C, designed according to the following standards:

1) The total size of the three pocket parks shall be not less than one acre, and no pocket park shall be less than 12,000 square feet in size.

2) Each pocket park shall have at least 70 linear feet of frontage on a public street and the three pocket parks together shall have no less than 250 linear feet of frontage on a public street.

3) The design and programming for the pocket parks shall be reviewed by the Design Commission at both the schematic and design development phases and shall require final approval by SDOT.

4) Each pocket park shall be programmed and designed to be inviting to and usable by the general public and shall not be designed to serve only residents in its immediate vicinity. The pocket parks shall be programmed to accommodate spaces for passive activities, such as sitting, visiting, looking at the views or reading, and also active play areas focused on children. Particular design elements shall vary in order that each pocket park is designed to complement adjacent uses.

5) Design elements that shall be included in each pocket park include: street furniture, facilities for children's play, pedestrian-level lighting, and for those pocket parks bounded in part by a private access drive, bollards or another



form of separation between the roadway surface and the park space. Exercise stations may be included in some or all of the pocket parks.

6) Community gardens and seating reserved for customers of restaurants or other commercial uses shall not be included in the pocket parks.

7) The pocket parks shall be open and available to the public during the same hours as the proposed neighborhood park. Signage shall be provided identifying the pocket parks as public open space and identifying the hours of operation. During open hours, property owners, tenants, and their agents shall allow individuals to engage in activities allowed in the public sidewalk environment, except that those activities that would require a street use permit if conducted on the sidewalk may be excluded or restricted. Free speech activities such as hand billing, signature gathering, and holding signs, all without obstructing access to the space, the building, or other adjacent amenity features, and without unreasonably interfering with the enjoyment of the space by others, shall be allowed. While engaged in allowed activities, members of the public may not be asked to leave for any reason other than conduct that unreasonably interferes with the enjoyment of the space by others. Other management issues such as maintenance, addressing unlawful activity or implementing the Seattle Police Department's Criminal Trespassing Program shall be addressed in the PUDA.

b. **Green Street Treatment for the loop road** comprised of: S. Washington Street from Yesler Way to 10<sup>th</sup> Avenue S.; 10<sup>th</sup> Avenue from S. Washington Street to E. Fir Street; Fir Street from 10<sup>th</sup> Avenue to 8<sup>th</sup> Avenue; 8<sup>th</sup> Avenue from Fir Street to Yesler Way (as depicted in Exhibit C).

1) The loop road which is depicted as the "Green Street Loop" shall be developed as a Green Street in order to provide continuous pedestrian and bicycle circulation, enhanced landscaping and tree canopy, and a link to the Yesler Terrace pocket parks. The Green Street treatment is intended to create flexibility in the street design to include public benefit amenities as described herein.

2) This treatment is achieved through widened sidewalks, pedestrian-scale lighting, the presence of street trees and additional landscaping, and street furniture, as feasible. In addition, no less than five exercise stations shall be placed along the Green Street Loop. Placement of amenities shall be subject to review by SDOT and all amenities shall be placed along the loop road.

3) The final configuration and elements of the Green Street Loop shall be reviewed and approved by SDOT as part of the SIP process, elements that constitute a Public Benefit may vary from standard design elements.

c. **10<sup>th</sup> Avenue Hillclimb** shall be developed in order to provide for an enhanced pedestrian connection between Yesler Terrace and the Little Saigon neighborhood. The hillclimb shall be developed to the following standards:

- 1) The hillclimb shall be developed within the 10<sup>th</sup> Avenue S. and S. Main Street rights-of-way extending from the north margin of S. Main Street to the improved portion of 10<sup>th</sup> Avenue S. (the “10<sup>th</sup> Avenue Hillclimb”).
- 2) Sufficient open space shall be provided at the top of the hillclimb to provide for resting space and public gathering space as well as creating an opportunity for views.
- 3) A clear and continuous pathway between the top of the 10<sup>th</sup> Avenue Hillclimb and S. Main Street shall be provided no later than the completion of the 10<sup>th</sup> Avenue Hillclimb improvements.
- 4) The 10<sup>th</sup> Avenue Hillclimb shall be open and accessible to the public 24-hours per day.
- 5) SHA shall continue to work with the Yesler Terrace community, Little Saigon, and the International District on the design of the hillclimb improvements. The design shall be reviewed by the Design Commission at both the schematic and design development phases and shall require final design approval by SDOT and the Design Commission.
- 6) The 10<sup>th</sup> Avenue Hillclimb shall be designed to include design elements identified during community design charrettes held on February 18 and May 12, 2012 and attended by Yesler Terrace residents and members of the Little Saigon and International District communities. Exhibit D depicts the two design concepts preferred by design charrette participants.
- 7) SHA shall develop a final design option with consideration of the priorities established by the community. The following elements, identified by the community as priorities during the design charrettes, shall be included in the final design of the 10<sup>th</sup> Avenue Hillclimb:
  - Space for group activities and gathering;
  - Wide steps for groups to walk together and for clear sightlines;
  - Wide landings and flat areas especially for elderly users;
  - Seating that allows for the enjoyment of views and provides for social interaction (while limiting furniture that encourages lying down in public);
  - A space that is safe for users;
  - Adequate lighting;
  - A balance between hardscape and vegetation;



- Consideration for specific populations such as the elderly, children, and families;
- Functional public art, such as the integration of seating and art elements; and
- Abundant landscaping that provides cultural familiarity.

d. **Wider right-of-way width than typical City requirements for the portion of Yesler Way west of Broadway** until the bridge approach (66 feet is the standard width required for zones of comparable intensity of development, 83 feet or 89 feet to be provided) in order to create widened sidewalks on the north and south side of Yesler Way and to accommodate bicycles, transit, and turn lanes.

e. **Wider right-of-way width than typical City requirements on all of 8th Avenue** (66 feet provided instead of the 52-foot standard width required for zones of comparable intensity of development), and Fir Street between 9th Avenue and Broadway (66 feet provided instead of the 60-foot standard width required for zones of comparable intensity of development r) to accommodate transit.

f. **Wider right-of-way width than typical City requirements on 10th Avenue between E. Yesler Way and E. Fir Street, and on the new 10th Avenue S.,** between S. Washington Street and S. Main Street (60 feet provided instead of the 52-foot standard width required for zones of comparable intensity of development for improved pedestrian and vehicle access, and GSI facilities.

g. **Enhanced connection between Yesler Terrace and the Little Saigon community** by connecting 10th Avenue from S. Washington Street to S. Main Street with a new roadway and sidewalks.

h. **Intersections and mid-blocks shall include a “bulb”,** where feasible, to accommodate larger scale trees than minimum City requirements and to enhance the pedestrian environment.

i. **Wayfinding kiosks.** SHA shall include the provision of no less than four way-finding kiosks within Yesler Terrace. Placement of the kiosks shall be subject to review by the Design Commission and SDOT.

j. **Provide a tree protection tract and multi-use trail** (combined 23-foot width) along the south side of Yesler Way between 10th Avenue S. and Boren Avenue. The final dimensions of the tract and trail shall be determined prior to preliminary plat approval and the tree protection tract and the trail area shall be shown as a separate tract on the approved preliminary plat and final plat for the land in the MPC-YT zone. A public access easement shall be executed and recorded for the trail area.



### Phasing and Timing Conditions

14. SHA shall work with the City to develop phasing plans for the redevelopment that shall ensure the continuity of utility services and completion of street work for each proposed phase of development. Street segments and utility work must be done in logical phases that minimize impacts to residents and the adjacent community. The plans must set forth the required timing of completion of the street improvements relative to the timing of the adjacent development with the goal of providing for access and street connectivity as well as continuity of utility services at all times. In order to provide for continuity of utility services and adequate transportation access as the project is phased, SHA or private developers, may be required to provide street improvements for a larger section of street right-of-way than might otherwise be required.

15. If approval of a final plat within the MPC-YT zone occurs prior to final vacation approval being sought and obtained, then at the time of such final plat approval SHA and any other owners of the land within the final plat shall execute and record a PUDA or other agreement binding on successor owners that contains provisions ensuring maintenance of and public access to the public benefit elements, and if street improvements or required public benefit element have not been completed, appropriate provisions to ensure their completion.

16. In order to insure timely compliance with the conditions imposed by the City Council, SHA shall provide the SDOT with twice yearly reports, following Council approval of the vacation, providing an update on the development activity, schedule, and progress on meeting the conditions. SHA shall not request or be issued a Final Certificate of Occupancy (C of O) for any building within the project until SDOT has determined that all conditions applicable to that building have been satisfied and all required fees have been paid.

17. In recognition that proposed development will be phased, right-of-way, public realm improvements, the Green Street Loop, and Pocket Parks are anticipated to be developed in phases. Each Pocket Park shall be developed in conjunction with any building that abuts the Pocket Park. No Final Certificate of Occupancy shall be issued for any structure on a lot that abuts a Pocket Park until construction of the Pocket Park has been completed. No Final Certificate of Occupancy shall be issued for any structure on a lot abutting a street segment identified in Table A until the required street improvements have been completed. The 10<sup>th</sup> Avenue Hillclimb improvements shall be provided during the first phase of development and the improvements shall be completed no later than December 31, 2016.

18. SHA shall submit a preliminary plat application that will cover the entire Yesler Property to be subdivided and shall address whether right-of-way and utility improvements are proposed to be constructed in phases. The timing of the provision of these improvements shall be established pursuant to the platting procedure outlined in the Land Use Code.

19. The completion of the vacation process by final ordinance may be accomplished in phases provided that SHA adequately demonstrates that all conditions on the development for



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a particular phase have been satisfactorily completed. The conceptual approval granted by the City Council shall expire twenty years after the date of Council approval.

Sincerely,



Peter E. Hahn, Director  
Seattle Department of Transportation  
PH:bb

Exhibits

- A. Proposed Vacations and Dedications
- B. Development Plan ROW Section Key and Street Cross Sections 1-12
- C. Location of Pocket Parks, 10<sup>th</sup> Avenue Hillclimb, and Green Street Loop
- D. Hillclimb Design Concepts

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